(b) whether Indians were detained for the offence of overstaying beyond Visa period in Malaysia and Singapore and if so, the details thereof;

(c) what are the steps taken to repatriate those Indians; and

(d) whether the Indians going to these countries would be asked to give guarantee for their return to India ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R. L. BHATIA) : (a) Yes Sir. This was taken up strongly with the Government of Malaysia on the grounds that such restrictions would impede business, economic and people-to-people contact. In response, indications have been given by the Malaysian authorities that they are reviewing the decision in this regard.

(b) Number of Indians detained on charges of overstay is 45 in Malaysia as of 22-4-93 and 196 in Singapore as of 23-3-93.

(c) The Indian Missions ensure that such people have the documents required to enter India after verification of their Indian nationality. The responsibility for the deportation of such detainees lies with the foreign Government.

(d) There is no such proposal under consideration by the Government.

*56. [Transferred to the 4th May, 1993]

BLASTING OF RAIL TRACKS BY JHARKHAND ACTIVISTS

*57. SHRI S. S. AHLUWALIA : Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that many rail tracks were recently Blasted by Jharkhand activists in Bihar;

(b) if so, what are the details of the blasted rail tracks and the losses suffered by Railways therein; and

(c) what safety measures have been undertaken by Government in such sensitive areas to protect Railway property and to ensure normal rail services?

THE MINISTER OF HOME AFFAIRS (SHRI S. B. CHAVAN) : (a) Yes, Sir.

(b) In the Jharkhand area, during March 93, railway tracks at four places in the Eastern Railway sector and at five places in the South Eastern Railway sector, were damaged causing a loss of about Rs. 39,000.

Likewise, during April 93, railway tracks at three places in the Eastern Railway sector and at five places in the South Eastern Railway sector were damaged causing a loss of about Rs. 1.64 lakhs.

(c) The Railway and the Bihar Police had taken the following measures, in a coordinated manner, to prevent damage to railway property :

(i) Guarding of vulnerable points.

(ii) Guarding of vital installations.

(iii) Posting of armed pickets at railway sections.

(i) Patrolling—by trollies, motor trollies and tower wagons—of railway track.

The Government of India had deployed twenty companies of the CRPF to aid and assist the State Government in this operation.

दिल्ली परिवहन निगम को हुआ घाटा

श्रीमती सुषमा स्वराज

*58. श्री सुरेश कलमाडी

क्या जल भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि मार्च, 1993 तक दिल्ली परिवहन निगम को 1,060 करोड़ रुपए का घाटा हुआ;

(ख) यदि नहीं, तो वास्तव में कितना घाटा हुआ है;

(ग) क्या यह भी सच है कि सरकार ने इस घाटे की राशि को बट्टे खाते में डालने का निर्णय लिया है;

(घ) यदि हां, तो इस संबंध में ब्यौरा क्या है;

(ङ) क्या सरकार ने भविष्य में दिल्ली परिवहन निगम को ऐसे घाटे से बचाने के लिए बसों के किराये में वृद्धि करने का निर्णय लिया है; और

(च) यदि नहीं, तो भविष्य में ऐसे घाटे से बचने के लिये क्या अन्य उपाय करने पर विचार किया जा रहा है ?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर) :

(क) और (ख) दिल्ली परिवहन निगम को 31-3-93 तक ब्याज और मूल्यह्रास सहित 1063.36 करोड़ रुपए (अनन्तिम) का घाटा हुआ ।

(ग) और (घ) 31-3-93 की स्थिति के अनुसार दिल्ली परिवहन निगम के संपूर्ण संचित घाटे को, दिल्ली परिवहन निगम की पुनर्स्थापना के लिए अन्तर सम्बद्ध पैकेज के भाग के तौर पर इक्विटी में परिवर्तित करने का एक प्रस्ताव सरकार के विचाराधीन है ।

(ङ) जी नहीं ।

(च) सरकार, दिल्ली परिवहन निगम की दीर्घकालीन उपयोगिता सुनिश्चित करने के लिए, इसकी पुनर्स्थापना हेतु एक अन्तर-सम्बद्ध पैकेज को अंतिम रूप दे रही है । विचाराधीन मुख्य सुझाव निम्नलिखित हैं :—

(1) अनावश्यक जनशक्ति में कमी;

(2) दिल्ली परिवहन निगम के बेड़े के आकार को युक्तिसंगत बनाकर 3500 बसों का बनाना;

(3) घाटे वाले रूटों से बसें हटाना;

(4) दिल्ली परिवहन निगम की पूंजीगत पुनर्संरचना;

(5) रियायती पासों के कारण होने वाले घाटे की सरकार द्वारा प्रतिपूर्ति;

(6) दिल्ली परिवहन निगम के डिपुओं का वाणिज्यिक दृष्टि से विकास;

(7) बेड़े के बेहतर उपयोग तथा रख-रखाव की उन्नत पद्धति के माध्यम से लागतें कम करके प्रचालनों की कार्यकुशलता में सुधार ।

DHAKA DECLARATION IN SAARC SUMMIT

*59 **SHRI VITHALRAO MADHVRAO JADHAV** :

SHRI V. NARAYANASAMY : Will the Minister of EXTERNAL AFFAIRS be pleased to state :

(a) what is the Dhaka declartaion in SAARC Summit ; and

(b) what are the salient features of SAARC Summit ?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R. L. BHATIA) : (a) The 7th SAARC Summit which was held in Dhaka on 10-11th April, 1993, adopted the Dhaka Declaration.

(b) Some of the salient features of the Dhaka Declaration are as follows :

The Foreign Ministers of SAARC countries signed a framework agreement for a SAARC Preferential Trading Arrangement (SAPTA).

The Summit leaders also committed their Governments to the eradication of poverty in South-Asia, preferably by 2002 AD through an Agenda of Action which embodies, inter-alia, strategies for social mobilisation, agricultural decentralisation, labour intensive industries and human development.